From the Buffalo Courier, March 14. On the 16th of October, 1869, the Cardiff Giant was discovered on the farm of William C. Newell, at Cardiff, Onondaga county, in this State, and since that time the "giant" has filled a large space in the public eye, and elicited more elaborate scientific commentary than anything which had ever been unearthed, at least in the vicinity of Syracuse. The descriptions, the scientific opinions, the minute analyses devoted to it are still fresh in the minds of our readers. General Leavenworth said of it:-"It has the marks of the ages stamped upon every limb and feature in a manner which no art can imitate.' Professors Woolworth and Hall decided in favor of its antiquity. Professor Ward, of Rochester University, was bewildered by the spectacle it presented, and sug-gested that "all one's feelings persuade to accept it as a real human being, once instinct with lite and activity, now a noble corpse." Professor Olmstead said:-"As a work of art the Cardiff statue is perhaps a better embodiment of the intellectual and physical power of a rock-hurling Titan than any Italy possesses." Rev. Mr. Calthrop said that in the ancient world only the Greek school of art was capable of such a perfect reproduction of the human form. Dr. Boynton did not think the statue was 300 years old, but did think it was the work of the early Jesuit fathers of this country, who are known to have frequented the Onondaga valley from 220 to 250 years ago. Subsequent to the time when our scientific savans had exhausted themselves on the subject came suggestive hints of fraud and humbug, and the "ironbound box" has come to form an important element in the history of the giant.

This much by way of preface; and now for the history of the Cardiff giant as told to us by its originator, the prime author of the most consummate fraud of the age.

H. B. Morton arrived in the city Sunday morning, at half-past 2 o'clock, from Boston via the Erie Railway, and put up at the Continental Hotel, and was quartered in room No. 6. He asked the clerk if he could see a newspaper man, as he had something of importance to communicate. The writer of this, who is not suspected of doing much in the sleeping line, was informed of the wish of the stranger, and accompanied by a friend visited room No. 6. Mr. Morton had retired, but begged us to take a seat, and being informed that we were a "newspaper man," he said that he wished to tell us all about the Cardiff Giant. We intimated that considerable had already been said on the subject; but he replied, that although some true things had been said about it, and a good many hints going to how it up as a fraud, a corthe facts had never been made. He gave as a reason for making the revelation that the "giant" had with him been a failure, and that his partner, George Hull, had not dealt fairly with him. We give the language of H. B. Morton, although not always in the precise manner in which it was

MORTON'S STATEMENT. I got up that giant and worked on the idea for a year and a half. I found difficulty in getting the proper material, and travelled thousands of miles. I made known my plan to George Hull, who was recommended to me for his shrewdness and enterprise. I knew the American people liked to be humbugged, and would pay well for it. I wanted to beat Barnum, and the thing was played as well as it could until that cuss (Hull) spoiled the matter. I could have stocked the "giant" in New York or Boston for half a million dollars, but I have made nothing out of it.

AT FORT DODGE. I went with George Hull to Fort Dodge, Iowa, on the 6th of June, 1868, and bought a quarry of gypsum in section No. 1, and built a shanty. Remained there six or eight weeks, and finally found that in order to move the block for transportation I should have to build three-quarters of a mile of corduroy road, which would cost too much money. I abandoned that quarry and went over to section No. 3, where the railroad was getting out stone for its culvert and bridge abutments. I hired an Irishman named Mike Foley to get out the block, and paid him fifteen dollars for it. I then wanted to get it to Montana, in Boone county, a railroad station about fortyfive miles distant, and let out the job for seventy-five dollars. The rough block must have weighed over ten tons. This man who took the job could only get together twelve yoke of cattle, and had to give up the work. The job was let three times before the block could be moved, and the second day out the block had to be cut down to between seven and eight tons. We broke through bridges several times and had considerable trouble. but on the twelfth day we got the block to Montana station. Here it was loaded on a flat-bottomed car, shipped to Edward Burk-hardt, Chicago. Burkhardt is a marble cutter, doing business at No. 197 Washington street, in Chicago.

IN THE WORKSHOP. The block was taken from the Chicago depot at night and was carried to Mr. Burkhardt's barn, No. 940 Clark street, and there deposited. After I got into the barn we hung up quilts and carpets inside so as to deaden the sound and keep spectators from looking in upon us. A man named Saley, one of the best sculptors in the country and who drinks like a sack, was employed to carve the giant. We were nearly two months at it, part of the time nights on the rough of it.

THE GIANT FINISHED. The giant is ten feet four and a half inches long, thirty-three inches across the shoulders. about twenty-two inches deep and weighs 290 pounds. The various marks upon it to indicate the action of water and time were chiselled out, and it took ninety dollars' worth of acids and ink to give it its present color. After the work was done we had a box made into which it fitted, the iron-bound box about which so much has been said.

THE GIANT SHIPPED TO ITS DESTINATION. The giant was then shipped from Chicago, but I was West at that time. It was shipped to Union, Broome county, in this State, and at Union was taken by Israel D. Armsby and John Hull, a brother of George, and carried to William C. Newell's farm in Cardiff, taken from the wagon and laid at the side of the barn, where it was covered up with straw. Next night the pit was dug and the giant put into it, where it remained till the 10th of October.

PREVIOUS PROJECTS. I had intended originally to have the giant discovered right in the quarry at Fort Dodge. but this would require too much labor and cost too much. I then thought of taking it out to Smoky Hill, beyond the Missouri, but the transportation would cost a good deal. Hull having lived in Broome county, having relatives there, and knowing the locality, and that it was a great place for relics, I followed his advice and shipped it to Broome county.

Newell knew nothing about it till Hull went up from Binghamton, let him into the secret and offered him a quarter to have the giant buried and discovered on his farm. I was not there when the giant was dug up, and was not to be there till afterwards; then I was to ap-

pear and bid for an interest in it, so that others might be induced to bid Newell was to do the selling. I read the account of the discovery in the Chicago papers and came on immediately. —I found the giant in the pit. FINANCIALLY TREATED.

Newell had sold three-quarters of it for \$30,000, retaining one-fourth. The company which purchased the three-quarters was composed of Haman, Westcott, Spencer, Gillett, Higgins, and Rankin. They paid \$10,009 cash and gave their notes for the balance, payable in ninety days. George Hull drew the \$10,000 out of the savings bank, and this excited their suspicions. They then took Newell to Syracuse and made him take the notes out of the bank, place them in the hands of Mr. Noxon, their attorney, and sign a con-tract that if it was made to appear within ninety days that this was a work of art placed on his farm to defraud the people then these notes should be null and void. During the ninety days they never proved that it had been placed there to defraud the people. After he signed the contract Newell ran away, and I have not seen him since. When the notes did come due the company refused to pay, because the draft for \$10,000 was made pay able to George Hull at the request of Newell Since they have given their notes for \$4300 to George Hull, in payment of all demands

Mr. Burkhardt was to have one-fourth interest in the giant, but has never received anything. Saley, the sculptor, was to have received \$150, but he has not been paid. I have received a little less than \$1000, and Newell received about \$2000. I do not think the money has done Hull much good.

REVELATIONS. The first thing ever published about the giant that was anywhere near true was published by Governor Gue, editor of the North West, at Fort Dodge. He was right about the block of gypsum, but that was all. Saley came out and told a Chicago reporter about it, but he did not get anywhere near correct. THE IRON-BOUND BOX.

The affidavits showing the movements of the mysterious iron-bound box from Union as far as Syracuse, on the Black River Canal, and up into the Black river country, were all trumped up by Hull for the benefit of the company owning the grant. They had to get that box by Newell's farm, or the humbug would be exploded. The iron-bound box had only to be accounted for from Union north to Syracuse, or from Cardiff to Syracuse, but that box never contained tobacco machinery, as has been stated; it contained the gypsum statue, and stopped at Newell's farm.

FRAUD AND DISAPPOINTMENT. Omitting Martin's tribute to the honesty of his partner, which was anything but flattering, and the charges of perjury and trickery which surround the giant, according to his statement, in reply to some questions he said:—"I knew if I could get the giant right before the public I would have got a fortune out of it. There was a fortune in it for a dozen men, if it had been managed rightly. I will humbug the American people within two years, and the Cardiff giant will be a wooden nutmeg affair. If Hull hadn't made a —— fool of himself I should have had the mother of the giant dug up near the same spot soon after the first discovery. There are people in Onondaga to-day who believe that carved block of gypsum lived and walked where they now live and walk. I intended to have the mother made of plaster of paris, iron, and bone, and to have it appear that she had killed herself while defending

herself against a large serpent. HIS ACQUAINTANCE WITH HULL. In reply to a question, he said his acquaintance with Hull commenced at Baraboo, Ill. where he, Hull, had been a tobacconist; but we scarcely feel at liberty to give his history of his relationship with Hull beyond what pertains directly to the gypsum fraud.

CONCLUSION. It will be seen that Martin's account of the Cardiff swindle is circumstantial, and we have no doubt of its truth. Some details that reflect severely upon parties concerned are omitted, else the story would be more tel-lingly emphasized than it is. And this is what Mr. Martin informs us is the first full and correct statement that has been made in regard to the Cardiff Giant.

FINANCIAL. BANKING HOUSE

OF

JAY COOKE & CO.,

Nos. 112 and 114 S. THIRD St.,

PHILADELPHIA.

Dealers in Government Securities,

Old 5-20s Wanted in Exchange for New.

A Liberal Difference allowed.

Compound Interest Notes Wanted.

Interest Allowed on Deposits.

COLLECTIONS MADE. STOCKS bought and sold on Commission.

Special business accommodations reserved for

We will receive applications for Policies of Life Insurance in the National Life Insurance Company of the United States. Full information given at our

ILVE R

FOR SALE.

C. T. YERKES, Jr., & CO.,

BANKERS AND BROKERS,

No. 20 South THIRD Street,

PHILADELPHIA.

FINANCIAL.

NO SAFER OR BETTER INVESTMENT

THAN THE

FIRST MORTGAGE 7 PER CENT

## COLD BONDS

OF THE

Central Railroad of Iowa

At 95, Free from Tax.

This railroad runs 234 miles north and south through the finest and most thickly settled portion of the magnificent State of Iowa, and is the only link wanting to connect the railway centres at St. Louis and St. Paul by an unbroken line, 147 miles shorter than any existing route. This road offers many advantages. The building of the railroad north from St. Paul to Duluth, at the head of Lake Superior, where five railroads will soon centre-the construction of the Northern Pacific Raliroad, already begun -and the rapid development of a new and productive country in Minnesota and the Northwest, must furnish a largel Southern traffic. As the Upper Mississippi is frozen over during the winter, and its navigation is often uncertain during the summer, rom low water, this road must have at all times a insige amount of transportation, and a monopoly of the business at some seasons of the year. Its con-actions with other lines interested by mutual own-ership or running arrangements, will give it almost the entire north and south travel between its termirms road will have a great advantage over any other Western line in carrying the best quality of coal from where it is abundant in Southern Iowa to Northern Iowa and Minnesota, where none is to be round, and in securing return freights a lumber, for which the demand is very great.

Forty-six miles of the line are just completed, and eighty-eight miles more are graded. An abundant supply of iron, ties, and other materials has been contracted for. The Company have a large and daily increasing surplus of money on hand, and the stock subscriptions and the sales of the bonds, give them ample means to push the work forward, so that, with favorable weather, it is expected that the whole line will be completed this season.

## SECURITY OF THE INVESTMENT.

So far as we can learn, every completed railroad in the Northwest is not only earning the interest on its bonds, but a dividend on its stock, and we believe the CENTRAL OF IOWA must occupy an equally strong financial position. The amount of Bonds to be issued is but \$16,000

Of which over One Million have already been cold.

per mile, or less than four millions in all,

WE BELIEVE THERE WILL BE NO MORE FA VORABLE TIME TO SELL GOVERNMENTS, AND BUY REALLY FIRST-CLASS RAILROAD SECU-

Pamphlets, with map, may be obtained, and subscriptions will be received at the COMPANY'S OFFICES, No. 32 PINE Street, New York, and by its advertised agents.

W. B. SHATTUCK,

TREASURER.

After a full examination, we have accepted an Agency for the sale of the above First Mortgage Bonds, and desire to recommend them to our customers AS A THOROUGHLY SAFE AS WELL AS PROFITABLE INVESTMENT. We have no hesitation in saying that in our opinion the CENTRAL RAILROAD OF IOWA will be one of the most important and valuable roads in the West.

JAY COOKE & CO.,

No. 114 SOUTH THIRD STREET.

E. W. CLARK & CO.,

No. 35 SOUTH THIRD STREET,

B. K. JAMISON & CO., BOWEN & FOX,

PHILADELPHIA. B 10 thstu6trp

ELLIOTT & BUNN.

BANKERS

No. 109 SOUTH THIRD STREET,

DEALERS IN ALL GOVERNMENT SECURI-TIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS LETTERS OF CREDIT ON LONDON AND PARIS, available throughout

Will collect all Coupons and Interest free of charge for parties making their financial arrangements

P. S. PETERSON & CO.,

STOCK BROKERS,

No. 39 South THIRD Street.

ADVANCES MADE ON GOOD COLLATERAL PAPER. Most complete facilities for Collecting Maturing

Country Obligations at low cost.

INTEREST ALLOWED ON DEPOSITS. 1 265

FINANOIAL.

THE BONDS

Chicago, Danville and Vincennes

RAILROAD CO.

UPON EXAMINATION WILL BE FOUND TO BE

The Cheapest and the Best Yet Offered to the Public.

THIS WILL BE BORNE OUT BY

The rich country the Road traverses, with its agricultural and mineral resources:

The cash subscribed to the Capital Stock;

The excellence of the 55 miles already built, and its full equipment; The plans completed and money expended for vigorous finishing of the

Line in the Spring;

The excessive earnings to accrue from the completion of the whole line; The ample Sinking Fund for the cer-

tain redemption of the Bonds; The very liberal interest, running

over a term of 40 years; The security afforded by Registry; The Mortgage covering the entire Road, Equipment, Franchises, and all Preperty, present and future-indeed the security of twice the amount of Bonds issued;

The low currency price they are now

All this is verified in detail in the complete Pamphlet, which can be had of us.

We KNOW these Bonds to be good, and we know the character and capacity of the Company's estimates can be implicitly relied upon to give these Bonds the highest standard. We therefore freely and fully recommend them.

W. BAILEY LANG & CO.,

MERCHANTS,

No. 54 CLIFF Street, New York, Agents for the sale of the Bonds.

We have these Bonds at 95 and ACCRUED INTEREST, and heartily recommend them to our friends and the public.

DE HAVEN & BRO., No. 40 South THIRD Street,

PHILADELPHIA. NEW LOAN.

FREE OF STATE TAX.

We are offering a limited amount of this Loan

Interest.

At 90 Per Cent. and Accrued

The interest is payable first days of January and July, in Philadelphia, FREE OF STATE TAX. We recommend them as an unquestionable security for investment.

The debt of Allegheny City being comparatively small, the security offered is equal to that of the City of Philadelphia, the difference in price making them a very desirable and cheap security.

WM. PAINTER & CO.,

Bankers and Dealers in Government Securities,

No. 36 South THIRD Street,

PHILADELPHIA. D. C. WHARTON SMITH & CO.,

BANKERS AND BROKERS,

No. 121 SOUTH THIRD STREET,

Successors to Smith, B. adolph & Co.

Every branch of the business will have prompt attention as heretofore. Quotations of Stocks, Governments, and Gold con stantly received from New York by private wire, from our friends, Edmund D. Randolph \*Co.

JOHN S. RUSHTON & CO..

No. 50 SOUTH THIRD STREET.

TO THE WORKING CLASS.—We are now prepared to furnish all classes with constant employment at home, the whole of the time or for the spare moments. Business new light, and profitable. Persons of oither sex easily earn from Sot. to 85 per evening, and a proportional sum by devoting their whole time to the business. Boys and gir's earn nearly as much as men. That all who see this notice may send their address, and test the business, we make this unparalleled offer:—To such as are not well satisfied, we will send \$1 to pay for the trouble of writing. Full particulars, a valuable sample, which will do to commence work on, and a copy of The People's Literary Companion—one of the largest and best family newspapers published—all sent free by mail header, if you want permanent, profitable work, addres R. C. Allen & OO., Augusta, Maine.

188m MARCH COUPONS WANTED.

CITY WARRANTS JOHN FARNUM & CO., COMMISSION MER-chante and Manufacturers of Consetoga Ticking, etc., Mo. 265 CHESNUT Street, Philadelphia. 41 wind BOUGHT AND SOLD.

FINANOIAL.

CITY WARRANTS

Bought and Sold.

DE HAVEN & BRO.,

No. 40 South THIRD Street.

GLENDINNING, DAVIS & CO.,

No. 48 SOUTH THIRD STREET,

PHILADELPHIA.

GLENDINNING, DAVIS & AMORY

No. 2 NASSAU STREET, NEW YORK,

BANKERS AND BROKERS,

Receive deposits subject to check, allow interest

on standing and temporary balances, and execute

orders promptly for the purchase and saie of

Direct telegraph communication from Philadelphia

SUCCESSORS TO

P. F. KELLY & CO.,

BANKERS AND DEALERS IN

Gold, Silver, and Government Bonds

At Closest Market Rates,

N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS

INSURANCE.

INCORPORATED MARCH 27, 1820.

OFFICE,

NO. 34 NORTH FIFTH STREET

INSURE

MERCHANDISE GENERALLY.

TRUSTEES.

WM. H. HAMILTON, President.

FAME INSURANCE COMPANY.

No. 808 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL,
CAPITAL, 8000,000.

FIRE INSURANCE EXCLUSIVELY.

Insures against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS:

Oharles Richardson,
William H. Rhawn,
William M. Seyfert,
John F. Smith,
John F. Smith,
Nathan Hilles,
George A. West,
OHARLES RICHARDSON, Presidents

Daniel Smith, Jr.,

Daniel Smith, Jr.,

Alexander Benson,
Isaao Hazlehurst,
Thomas Smith,
Henry Lewis,
Thomas Robins,
Daniel Haddock, Jr.

DANIEL SMITH, Jr.,
Presiden

WM. G. CROWELL, Secretary.

CREAT WESTERN

Mutual Life Insurance Co.

OF NEW YORK.

EDWIN E. SIMPSON, MANAGER,

No. 512 WALNUT St., Philada.

All the good, equitable and liberal features of the best

WANTS.

All the grown and Companies are guaranteed to the policy holders of this Company. [122 stathlim

holders of this Company. [I ill stuthin Liberal arrangements made with competent agents.

WILLIAMS L. BLANCHARD, Secretary.

CHARLES RICHARDSON, President

WILLIAM H. RHAWN, Vice-President

3 55

SAMUEL SPARHAWK, Vice President,

WILLIAM T. BUTLER,

FIRE ASSOCIATI

in New York and Philadelphia Stock Boards, etc.

K. JAMISON & CO.,

STOCKS, BONDS and GOLD, in either city.

house to New York.

PHILADELPHIA.

INSURANCE. DELAWARE MUTUAL SAFETY INSURANCE: of Pennsylvania, 1838.

Office southeast corner of THIRD and WALNUT
Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the

On goods by river, canal, lake and land carriage to all parts of the Union.
FIRE INSURANCES

On Merchandise generally; on Stores, Dwellings, Houses, etc. ASSETS OF THE COMPANY November 1, 1865. \$200,000 United States Five Per Cent. £216,000.00 Loan, ten-forties.

100,000 United States Six Per Cent.
Loan (lawful money).

50,000 United States Six Per Cent.

Loan, 1881. 200,000 State of Pennsylvania Six Per Cent. Loan. 200,000 City of Philadelphia Six Per 213,950 00 109,000 00 19,450-00

Cent. Loan

200,000 City of Philadelphia Six Per
Cent. Loan (exempt from
fax).

100,000 State of New Jersey Six Per
Cent. Loan.

20,000 Pennsylvania Railroad First
Mortgage Six Per Cent.
Bonds.

25,000 Pennsylvania Railroad Second mortgage Six per Cent.
Bonds.

25,000 Western Pennsylvania Railroad Mortgage Six Per
Cent. Bonds (Pennsylvania
Railroad guarantee)...

30,000 State of Tennessee Five Per
Cent. Loan.

7,000 State of Tennessee Six Per
Cent. Loan.

12,500 Pennsylvania Railroad Company, 250 shares stock.

5,000 North Pennsylvania Railroad Company, 250 shares stock.

10,000 Philadelphia and Southern
Mail Steamship Company, 50 shares stock.

246,900 Loans on Bond and Mortgage, first liens on City
Properties.

1,231,400 Par. Market value, \$1, 93,025.00 90,000-00

14,000-00 7,500.00

4,270 00

246,900-00 \$1,231,400 Par. Market value, \$1,255,270-00 Cost, \$1,215,622-27. Real Estate..... Bills Receivable for Insurances made... Balances due at Agencies:— remiums on Marine Policies, Accrued Interest, and other debts due the Com-65,097-95

pany....
Stock, Scrip. etc., of Sundry Corporations, \$4706. Estimated value.
Cash in Bank. \$168,318.98
Cash in Drawer. 972.26 2,740-20 169,291.14 \$1,852,100.04

DIRECTORS.
Samuel E. Stokes,
William G. Boulton,
Edward Darlington,
H. Jones Brooke,
Edward Lafourcade,
Jacob Riegel. Thomas C. Hand, John C. Davis, Edmund A. Souder, Theophilus Paulding, James Traquair, Henry Sloan, Henry C. Dallett, Jr., James C. Hand, William C. Ludwig, Joseph H. Seal Jacob Riegel, Jacob P. Jones, James B. McFarland, Joshua P. Eyre, Spencer McHvain, J. B. Semple, Pittsburg, A. B. Berger, Pittsburg, D. T. Morgan, Pittsburg. Joseph H. Seal, Hugh Craig, John D. Taylor, George W.

William C. Houston,
THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY CYLBURN, Secretary.

INSURANCE COMPANY

NORTH AMERICA. Incorporated 1794. Charter Perpetual. CAPITAL..... \$500,000 BUILDINGS, HOUSEHOLD FURNITURE, AND ASSETS......\$2,783,581 Losses pald since organization... \$23,000,000 Receipts of Premiums, 1869 .... \$1,991,837.45

From Loss by Fire (in the City of Philadelphia only), ASSETS, JANUARY 1, 1870, 81,572,732'25. Interest from Investments, '69. 114,696'74 Losses pald, 1869......81,035,386'84 WM. H. HAMILTON,
JOHN CARROW,
GEORGE I. YOUNG,
JOS. R. LYNDALL,
LEVI P. COATS,
SAMUEL SPARHAWK,
JOSEPH E. SCHELL, Statement of the Assets. First Mortgages on City Property..... United States Government and other Loan 

Cash in Bank and Office..... 247,620 Loans on Collateral Security ... Notes Receivable, mostly Marine Premiums... 321,944 20,357 85,198 Accrued Interest .... Accrued Interest ..... Premiums in course of transmission...... 100,900 30,000 82,783,581 DIRECTORS.

Arthur G. Co Samuel W. I.; Jes, John A. Bros n., Charles Taylor, Ambrose White, William Welsh, S. Morris Wain, John Mason, George L. Harrison, Francis R. Cope, Edward H. Trutter, Edward S. Clarke, T. Uharlton Henry, Alired D. Jessup, Louis C. Madeira, Charles W. Cusnman, Clement A. Griscom, William Brockie. ARTHUR G. COFFAN, President. CHARLES PLATI, Vice President. MATTIMAS MARIS, Secretary. C. H. REEVES, Assistant Secretary

829. CHARTER PERPETUAL 1870. Franklin Fire Insurance OF PHILADELPHIA. Office, Nos. 435 and 437 CHESNUT St. Assets Jan. 1, '70, \$2,825,731'67

INCOME FOR 1840, LOSSES PAID IN 1869, Losses paid since 1829 over \$5,500,000 THE PENNSYLVANIA FIRE INSURANCE

COMPANY.

—Incorporated lead-three Perpetual.

No. 510 WALNUT Street, opposite independence Squere.

This Company, favorably known to the community for ever forty years, continues to insure against loss or damage by fire on Public or Private Buildings, sither permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECT RE. Perpetual and Temperary Policies on Liberal Terms.
The Company also issues policies upon the Rents of all pads of Buildings, Ground Rents, and Mortgages,
The "FRANKLIN" has no DISPUTED CLAIM.

Alfred G. Baker,
Samuol Grant.
George W. Richards,
George Fales,
George Fales,
JAMES W. McALLISTER,
THEODORE M. REGER, Assistant Secretary.

DIRECTORS.
Alfred Fitler,
Thomas Sparks,
William S. Grant,
Thomas S. Ellis,
Guetavus S. Benson.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary.
2 193 ASBURY

LIFE INSURANCE CO., N. Y.

Number of Policies issued by the five largest New York Companies during the first years of their existence:— 

ASBURY

HAS ISSUED 2600 POLICIES.

INSURING NEARLY \$6,000,000. Reliable Canvassing Agents wanted throughout the-Office, No. 32 WALNUT Street, Philadelphia.

SAMUEL POWERS, Special Agent.

4 167

IMPERIAL FIRE INSURANCE CO. LONDON. ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds gs,000,000 IN GOLD. PREVOST & HERRING, Agents, 9 45 No. 107 S. THIRD Street, Philad

CHAS. M. PREVOST. CHAS. P. HERRING